

Newfields Planning Board
January 20, 2005

Attendance: Mike Price, William Meserve, Mike Todd, John Hayden, Bob Devantery, Mark Kasper (alternate) and David Dwyer

Mike Price called the meeting to order at 7:00 pm.

Mill Woods Subdivision

Mike Price recused himself from discussion. At the previous meeting three waivers for Mill Woods Subdivision were discussed. Christian Smith from Beals Associates stated that they would like the Board to take a vote on them since Steve Keach and Kevin Dandrade have given their endorsement of the waivers. John Hayden questioned the necessity for the vote. Everything is in place to purchase the property with the passing of a bond article at Town Meeting and funds provided from the Federal and State government. Joe Falzone explained that at the last meeting it was determined that a vote would be taken on the waivers at this meeting. He has spent a lot of time and money over the last year and he would like to get the waivers in place just in case the purchase deal does not go through. Joe Falzone's intentions are to ask for an extension until after the March Town Meeting but he would like to get the waivers voted on. They would also like to respond to the concerns that the engineers had regarding the subdivision.

David Dwyer asked exactly what he was looking for. Joe would like to get a conditional approval to submit to the bank for his bond extension. The Board is not in the position to grant a conditional approval. A conditional approval is granted when a plat has become final. Mark Johnson will talk to Peter Loughlin and address both sides concerns. A motion was made by Bob and seconded by Bill to table discussion of the Mill Woods Subdivision until after the March 8th bond vote. The applicant requested an extension until March 17th. Yes-4, No-0

River Run Realty Trust

Scott Frankiewicz from Beal Associates presented the proposed conservation subdivision plan. There are 15 lots on the plan. The total parcel is 65.46 acres and 43 acres would remain open space. He mentioned three waivers that have been requested for centerline radius, road length and pedestrian ways.

Engineer Reuben Hull commented briefly on the general layout of the plan. He stated that the plan appears to conform to town zoning with the exception of the criteria addressed in the waivers. Overall this proposal is better than the previous one. The arrangements of the lots have improved with the changes in the roadway. Reuben mentioned that they will need verification that the wetlands impact is less than 100,000 square feet. He will prepare a complete engineering and zoning review for the next meeting.

John Hayden would like to see the well radius moved on lot #1 because it encompasses part of the roadway and the town would not want to assume responsibility for it.

Bill Meserve asked what the cost of the sidewalks would be. Scott informed him that it is \$13.00 per foot or approximately \$24,000-\$25,000.

They discussed the 20 foot right of way to the trails and open space. Mike Price mentioned that if this plan is approved, all the land outside of the lots would be designated as open space. David Dwyer noted that the people who live in the neighborhood would know where the open space is but it would be nice to have the entire area marked out as well as the access entrance. John Hayden agreed that this area should be identified somehow; possibly with granite bounds. Reuben also mentioned that it should be stated in the property deeds where the access shall be. The perimeter buffer is 50 feet which is intended for single family homes according to Reuben. Under the conservation subdivision ordinance it is the people who buy the homes that will be using the open space land.

Waivers were reviewed and voted on. The waiver to allow a loop road with the furthest point being 1,120 feet was discussed. The cul-de-sac definition has been redefined but this application was submitted prior to the change. Mike Price suggested allowing this waiver. A motion was made by Bill Meserve and seconded by Mike Todd to grant the waiver. Yes-5, No-0

The next waiver was to allow a minimum of a 205-foot horizontal centerline road radius. The zoning requires a minimum of 400 feet. Mike Todd agreed that this is reasonable since it contributes to reducing the wetlands impact. A motion was made by Mike Todd and seconded by Bill Meserve to grant the waiver. Yes-5, No-0

The sidewalk waiver was reviewed. The Board would like to get confirmation of the sidewalk cost before granting this waiver. They agreed to allow for the amount to be determined later. A motion was made by Mike Todd and seconded by Bob to grant this waiver with the value of the sidewalks to be contributed to the sidewalk capital reserve fund. Yes-5, No-0

John Hayden suggested having the bond estimate submitted prior to a conditional approval.

It was stated that the conservation subdivision ordinance requires a homeowners association and covenants. A community septic system was discussed but is not desirable.

Mark Johnson summarized the outstanding issues; the bond estimate, well radius issues and sidewalk improvements. Discussion will continue at the next meeting.

Pride Development-Gas Station/Convenience Store

John Hayden recused himself from discussion because of being an abutter. Wayne Morrill from Jones and Beach Engineers presented the plan located at the intersection of Rt. 108 and Rt. 85. They are proposing a 3,500 square foot building with six gas pumps (12 vehicle fueling positions) and a drive through facility. At the request of the Board a traffic review was done. Wayne pointed out that this was the last remaining item to be done for a complete application. A motion was made by Bob and seconded by Bill to accept the Pride Development site plan now that the traffic study has been done. Yes-4, No-0

Traffic Engineer Steve Pernaw summarized his traffic impact and site access study. They looked at the signalized intersection and two site driveway intersections on Route 108. They analyzed the evening and morning peak hours and existing conditions and traffic volumes. They estimated the number of trips generated and future projections.

Steve detailed his review for the Board. A traffic count was conducted in March of 2003 to come up with the existing conditions at the site. The peak hours for traffic are in the mornings and evenings. The heaviest traffic volumes in the morning are traveling southbound on Route 108 and westbound onto Route 85. In the evening the heaviest traffic volumes are traveling northbound on Route 108 and eastbound on Route 85.

He estimated that there would be 402 trips in and out of the site in the morning and 276 in the evening during the week. There would be less traffic on Sunday. There would be approximately 20,000 trips a day going through the intersection. Steve noted that he estimates 3 trips per day to Hayden Equipment Company. The flow of traffic does effect the intersection. David asked if Steve took into account that the bridge is being rebuilt on Route 85 because that could generate more traffic. He did not take that into consideration.

Steve informed us that John Hayden contacted him to let him know that his business does not get busy until April. This means that the trips in and out of Hayden Equipment increase during the spring and summer months. Steve provided a supplemental analysis taking this information into consideration.

The 400 trips are not all new trips. The site would generate pass-by trips. These are people that are going by anyways; make a purchase and continue back.

Steve stated that the intersection will be over capacity by 2006, regardless of the use of this site.

David Dwyer questioned how the intersection could already be at capacity. John Hayden explained that the State's original plan was to replace the bridge and signalize the intersection at Rt. 85 & Rt. 108. At that time, the State realized that the intersection needed to be modified to the way it is today. Currently it is a functioning intersection

but NHDOT has admitted that the intersection will fail in the future. The State has already reserved land for the future expansion of the roadway and intersection.

Kevin Dandrade reported that the real difference will be the commercial traffic on Route 85. When the bridge is done there will be no weight limit for large trucks and Route 85 will serve as a cut across road to Route 101. Projections of increased travel are based on travel time and this will affect traffic on Route 85. He confirmed that the State already has plans to reconstruct the intersection. He feels that the change from a one lane to a two lane highway has nothing to do with this development. It is going to get busy whether this development is here or not. According to Kevin, the pass-by numbers of the traffic study are reasonable.

Steve talked about the two site driveways. There will be short delays at the right turn out driveway onto Route 85. He expects there will be long delays turning out of the site onto Route 108. A long delay is considered to be 60-80 seconds. The driveway out onto Route 108 will have two separate lanes; one going right and one going left. He recommends that there be an exclusive turn lane on Route 108 into the site and the location of that driveway should be as far away from the intersection as possible. The center lane on Route 108 will be shared to turn into Hayden Equipment and to turn into the site.

Mike Price is concerned that approximately 180 cars an hour will be going in the Route 108 driveway in the peak hour.

Bill asked why we would want to approve something that would create a bad situation. Steve replied that the level of service would be "F" which means there would be delays. They are doing the best they can with a bad situation. This will be a very busy site with about 200 customers per hour during peak hours.

John Hayden is concerned that the site is going from one use to a site with three uses.

Kevin Dandrade commented on the traffic study. The trip generation rates and pass-by traffic estimates are reasonable. They are proposing two access points; a right in and a right out on Route 85 and a full service driveway on Route 108. It is assumed that 50% of the new trips will come from the village area and this is also reasonable. He agrees that for safety it was a good idea to eliminate left turns out of the Route 85 driveway. With cars coming around the curve there could be the potential for an accident. Coming from the village area vehicles would have to travel through the intersection onto 108 to enter the site. Kevin feels the Board should consider allowing left turns in from Route 85 but prohibit left turns out. This would reduce the traffic stacked on Route 108 waiting to turn in. Regulatory signs would be used to prevent traffic from turning left onto Route 85. The installation of an exclusive left turn lane on Route 108 is absolutely necessary for this site. Design review and approval will be needed by NHDOT. Kevin agrees that the left turn out onto Route 108 will always be delayed. The site is laid out fairly well but there is a lot of coordination to be done with the State of NH.

Kevin suggested that no deliveries of fuel or other supplies be allowed between the hours of 7am-9am when the site is busiest.

David Dwyer asked about fuel delivery and where the truck would park to fill the tanks or if there was even enough room for the truck to maneuver. Wayne mentioned that they ran the template and there is enough room at the site for a truck to enter and exit Route 108.

John Hayden asked if there were enough parking spaces. You have to take into consideration that employees also need to park. Kevin noted that similar sites allow employee parking only along side the drive through. Pride Development will do a parking study and Kevin will review it.

Kevin suggested that 25 feet back on the corner be trimmed for better site distance.

Bill feels that there are too many uses for this parcel. The ideal situation would have been to have access from behind the vet and post office. This was part of the original plan but the deal fell through.

According to Reuben, access management is important and we need to take a look at adopting some ordinances to prevent another Portsmouth Avenue scenario. Discussion will continue at the next meeting.

Pennine Properties LLC-Preliminary Consultation

John Angus manager of Pennine Properties presented the existing site plan for 167 Exeter Road now owned by Jeffrey Hirsch. Mr. Angus has a purchase and sales agreement with the owner and would like this location to become his corporate headquarters. They would like to use ½ of the existing building for themselves and lease out the rest. Mr. Angus stated that he would like to add a 70 x 36 barn/storage building to the site in the same place that there used to be a building. The existing cellar hole would have to be filled in and compacted. John Hayden asked what the building would be used for. It would be used for his company's inventory and storage of some personal items (antique tractor, sailboat and motor boat). His company designs parts for cellular phones, alarms, control panels, etc. All manufacturing is done offshore. About 10% of what is manufactured would go in the building. The building would be a traditional New England barn with barn boards and a cupola. He would like the Boards input as to their preferences. John Hayden explained that a variance exists on the property to have office space in the industrial zone. The fact that there once was a barn may or may not be a benefit. There is an ordinance that was adopted in 1977 that establishes a buffer along Route 85 in the industrial zone. The Board needs to find out what the buffer actually is before making any decisions. Mr. Angus will most likely have to go before the Zoning Board after presenting a formal site plan review to the Planning Board.

Les Case presented a revised preliminary subdivision of his property on Route 87. The plan now meets the 100 foot setback from the river. Site distances, lot sizes, and frontage now conform to zoning. Test pits will be done in the upcoming week. He will be requesting a waiver for the road length. There is still a dispute in the ownership of the

Grist Mill site. The Board explained to Mr. Case that he needs to submit a formal application and abutters need to be notified. They do not feel comfortable with making any decisions prior to that.

With no further business to discuss, the meeting adjourned at 11:20pm. The next meeting will be Thursday February 17th at 7:00pm at the Newfields Town Hall.

Respectfully submitted,

Sue McKinnon